ERRATA – 3/27/03

The Lower-Emission School Bus Program Guidelines – Proposed Revisions 2003

Page 16 – Section IV: Proposed Penalty Provision for Late Delivery of School Buses

Specifically, the staff is proposing that ~~air districts that self-administer the program, or the CEC, which will administer the program in many areas of the state,~~ the ARB assess a penalty of $100.00 per day delivered late for each bus delivered after the delivery deadline.

……In addition, each funding award contract and school bus purchase order agreement must contain the following statement:

"~~Either the local air district or the California Energy Commission, whichever public agency is responsible for program implementation in the region in which Lower-Emission School Bus Program grant funds are awarded,~~ The ARB shall assess a penalty of $100.00 per day per bus on the business entity or entities responsible for a delay that results in the failure to deliver school bus(es) purchased with funds from the Lower-Emission School Bus Program by the delivery deadline contained in this agreement."

The Carl Moyer Memorial Program Guidelines – Proposed Revisions 2003

Page 17 – Section 7) Engine Repowers:

~~…life of the project by the engine's original equipment manufacturer (OEM), the use of OEM parts and OEM-authorized dealerships and/or distributors for engine repowers shall be required.~~

"life of the project, only rebuilt or remanufactured engines and parts offered by the OEM or by a non-OEM rebuilder that demonstrates to the ARB that the rebuilt engine and parts are functionally equivalent from an emissions and durability standpoint to the OEM engine and components being replaced are eligible for participation.

Pages 29 and 52 – Sections on Project Criteria in Chapters Two, and Three, respectively:

~~Eligible rebuilt or remanufactured engines must use OEM components only and be purchased from the OEM or its authorized dealers/distributors.~~

Eligible rebuilt or remanufactured engines and parts are those offered by the OEM or by a non-OEM rebuilder that demonstrates to the ARB that the rebuilt engine and parts are

functionally equivalent from an emissions and durability standpoint to the OEM engine and components being replaced.

Page 88 – Section on Project Criteria:

~~The marine vessel applying for CMP funds must operate entirely in California waters. California water boundaries are defined by the districts as emission inventory boundaries. If a local district has not established an emission inventory boundary, the applicant is to use a default value of 10 miles offshore.~~

Project eligibility for marine vessel applicants must be determined based on operation in California waters. California water boundaries are defined by the districts as emission inventory boundaries. If a local district has not established an emission inventory boundary, the ARB and district staff will determine an appropriate value for the applicant.

Page 99 – Section on Project Criteria in Chapter Six:

~~Eligible rebuilt or remanufactured engines must be emission-certified, use only OEM components, and be procured from the OEM or its authorized dealers/distributors.~~

Eligible rebuilt or remanufactured engines and parts are those offered by the OEM or by a non-OEM rebuilder that demonstrates to the ARB that the rebuilt engine and parts are functionally equivalent from an emissions and durability standpoint to the OEM engine and components being replaced.

Pages 99 – Section on Project Criteria in Chapter Seven:

Projects must meet C/E criterion of $13,600 per ton of NOx reduced to qualify for funding, except that projects that replace ICE forklifts with electric forklifts in the 3,000 – 6,000 pound lift capacity range have a separate C/E criterion of $3,100.

Pages 120 – Criteria Table:

Cost-effectiveness is $13,600 per ton of NOx reduced for (1) electric replacement of forklilfts with 6,000 pound or more liftt capacity, or (2) ICE retrofit of existing forklifts. Cost-effectiveness for ~~a~~ electric replacement forklifts with 3,000 – 6,000 pound lift capacity is $3,100 per ton of NOx reduced.

Pages 126 – Example 3 – Emission Reduction Calculation:

This example assumes three years of emission reductions prior to the effective date of the ICE forklift retrofit control measure. The measure will be phased in over a six-year time frame. Thus, districts are asked to contact the ARB for guidance in determining the actual emission reduction benefit period, once the measure becomes effective.